

MOTORS and MOTORING



Chandler Company Points

An automobile body that has lost its luster, the paint allowed to become cracked and the rust of body metal exposed is in the same class with the slovenly appearing man with clothes in need of pressing and runover heels on his shoes.

The ways and means of maintaining a bright shiny coat for your car has been pointed out in a statement of do's and don'ts b the Chandler Motor Car Company.

At the bureau's Pittsburgh station an investigation was said to be now under way to ascertain "the total contraction in volume on freezing and the linear contraction in different molds of various light aluminum alloys." Commercial melting practice for aluminum, it was said, already had been made the subject of a preliminary study and the results would be made public in the near future.

rroot that the average car owner is not familiar with the proper way to wash his car and care for the finish is supplied by the big proportion of "shabby" looking cars that may be seen on any street, road or boulevard. The Chandler statement follows:

"There is a proper time to wash an automobile and the work should be thoroughly done. If mud is allowed to dry on the car, it is harder to get off and stains the varnish. Mud should never be permitted to remain on a

and stains the varnish. Mud should never be permitted to remain on a car any longer than absolutely necessary, by any means not over night. All mud contains alkali, and in some parts of the country is almost clear alkall. Alkali has the same relation to varnish as muratic or pitric acid has varnish as muriatic or nitric acid has to steel. The antidote is water—isn't it

to steel. The antidote is water—isn't it.
simple?—plain every day water, right
out of the tap.

"If one expects to keep a fine car
looking fine he must be willing to
flush off the mud at night, no matter
how late it is. The work need not
take more than half an hour and
the work can be thoroughly done in
the morning.

Guarding Against Soap.

Guarding Against Scap.

"The chief faults to guard against are the excessive use of soap, using water with too much force and washing the hood before it is cooled.

"In the old days no coachman would permit a fine carriage to go unwashed, no matter how late he came into the stable at night. You must treat an automobile the same way if you reach the same standard that the old-fashioned coachman reached.

"There are two things that should be remembered. First, that soap, gasoline or anything like them intended to cut grease will attack varnish if allowed to stand on the car, because oil is an important part of varnish. Second, hot water takes the luster from varnish.

"First of ail, a car should not be washed out in the sun, because the sun will dry off the water too quickly, leaving water marks; choose a shady place with plenty of light.

"Dissolve a little good automobile soap in a pail of water so as to make a soapy solution. Have a soft carriage sponge ready. Start with the

soap in a pail of water so as to make a soapy solution. Have a soft carriage sponge ready. Start with the right-hand front wheel and the under side of the fender and that part of the chassis near by. Let the water flow from the hose in a gentle stream so that it will carry about six inches from the end of the hose. Go over the wheels, etc., first-with water from a hose. Most of the mud will come off. There may be road oil or machine oil, which requires soap.

"After that has been done, start right in with a hose and sponge and wash it off. Don't let the soapy wa-

the chassis.

ble. It should finally be dried with a "Take another clean sponge and with the chamois, like the body.

ALLOYS TO BE TESTED.

Autos Can Be Built.

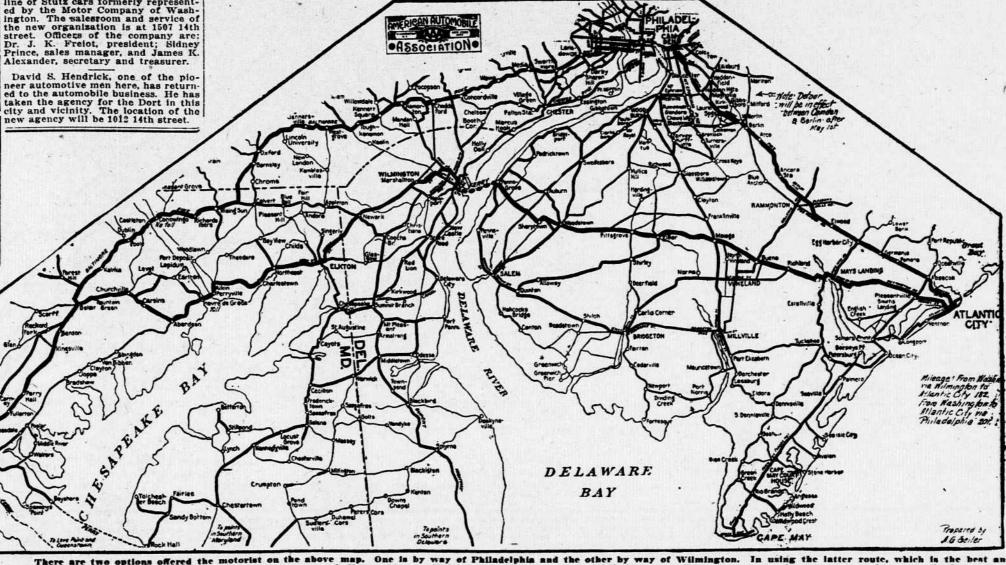
At the suggestion of automobile imanufacturers and large foundries of the country, the bureau of mines has announced that an investigation of far reaching importance would shortly be made to determine the cracking tendencies of commercial aluminum alloys. The purpose of the proposed investigation, to be made in conjunction with the General Motors Research Corporation, was said to be to determine whether lighter-weight motor cars can successfully be manufactured and retain the same stability now found in the larger and more substantial vehicle.

At the bureau's Pittsburgh station an investigation was said to be now an investigation was said to be now

water still flowing gently from the hos start at the left-hand front of the body

The Stutz Motor Sales Company has announced its opening to handle the line of Stutz cars formerly represented by the Motor Company of Washington. The salestoom and service of the new organization is at 1507 14th street. Officers of the company are: Dr. J. K. Freiot, president; Sidney Prince, sales manager, and James K. Alexander, secretary and treasurer.

WASHINGTON TO ATLANTIC CITY, N. J., ON GOOD ROADS.



There are two options offered the motorist on the above map. One is by way of Philadelphia and the other by way of Wilmington. In using the latter route, which is the best and shortest, take the road which goes through Kennett Square. and Hammonton to Wilmington. The ferry from Wilmington to Pennsgrove runs about every two hours, until the summer schedule, beginning about the middle of May, when it will run on the hour. Motorists will find the route in good condition and a pleasant run to the famous resort.

GEAR BOX AND ENGINE USED AS EMERGENCY AUTO BRAKE

Experienced Driver Invariably Will Depend on Two When Going Down Hill. Other Automobile Information.

and flow all the dust off. There will be no need for soap, because machine oil or road oil is never spattered on the body. After flowing the water on, then go over the entire body again with a hose and a wet sponge and wash it. Go entirely around the car, including the top of the fenders to the left side, but don't wet the hood—it may be still warm.

"Now all the dirt has been flowed off and the sponge should be squeezed as dry as possible and all the water remaining on includings or in crevices should be picked up Wet the chamois thoroughly and squeeze it as dry as possible. Then who off all the water on the body. This will get it perfectly dry. Few motorists realize what an efficient braking system they have in the gear box combined with the engine. A thoroughly reliable braking effect may be obtained which will save the brake linings and may even save life in case the brakes fail. A case comes to mind of a driver in Maine who took two ladies

that there is a positive drive from the engine right throughout to the rear wheels. It must be equally evident if the car is running down hill and the clutch and gears engaged, the engine being dead, that the rear wheels will drive the engine. This requires work to be done, and the effect on the wheels is to slow them down. It becomes then simply a question of choosing the gears which will cause the rear wheels to do the most work.

which will cause the rear wheels to do
the most work.

It will readily be seen that this must
be the low speed. On the direct drive
(which is the high speed in a threespeed gearset) the engine revolves once
to turn the drive shaft once. But on
low sear the engine may revolve three "After all this is done, wash the hood wash it off. Don't let the soapy water stand more than five minutes on the varnish. Now wash off thoroughly with clean water, because all of the mud and grease should have come off by this time. Leave it alone to dry. That completes the right-hand front part of the chassis, and the same work should be done on the three other wheels and adjacent parts. That completes the work on the chassis.

"After all this is done, wash the hood wash the hood on the some spatters of machine oil on the hood on after it is the bottom. The brakes had failed, and he did not know what else to do but steer until death overtook him.

However, such knowledge is more than five minutes on the hood, because it has become heated by the engine. The heat penetrates the water and the luster will be damaged. The reason the hood is left until last is so that it will cool off as much as possible. It will readily be seen that this must be down a mile or more of mountain road and killed both, as well as himself, at the bottom. The brakes had failed, and he did not know what else to do but steer until death overtook him.

However, such knowledge is more than five minutes on the hood, because it has become heated by the engine and the lost own.

How hold, and killed both, as well as himself, at the bottom. The brakes had failed, and he did not know what else to do but steer until death overtook him.

However, such knowledge is more that this must be the low speed. On the direct drive which is the high speed in a three-speed gearset) the engine revolves once to turn the drive shaft once. But on low gear the engine must revolve three or four times, depending on the size of the gears. If the drive is reversed the engine must revolve three or four times for every revolution of the drive is repearable. It will readily be the low shaft. simple one. If the clutch is engaged, drag that would be given by the high To try it out on a car, choose and the gears in a speed, it is evident gear, it is evident that it should be used. moderately steep hill and go down or

This may not seem to be very hard work, but it is, because we have not yet considered the reduction of gearing that take? Blace at the differential. This is not many and speeds up when throttle is closed the drive shaft turns four times to every turn of the drive shaft four engine will drive the differential and axless once. If we reverse this the wheels turning once will drive the drive shaft four engine will work four times for every turn of the drive shaft four engine will evel where the tength will the high gear were used the engine would turn over only four times the braking effect. If we have a four-cylinder engine we have the first of the braking effect. If we have a four-cylinder engine we have the first of the braking effect. If we have a four-cylinder engine we have the first of the braking effect. If we have a four-cylinder engine we have the first of the braking effect. If we have a four-cylinder engine we have the first of the platons for each revolution of the engine is a cooled by this started, as the release of cort of the platons for each revolution of the engine once it is sued as a brake the tendency to the first of the four the drive shaft four the drives shaft shaft four the driv

automatic or manually operated stop signals for the rear of automobiles is

FOR TAIL-LIGHTS

Accidents Caused by Confusion With Red Road-

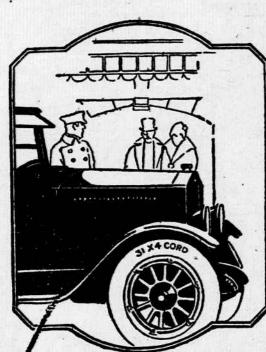
Danger Signals.

ing the advisability of using yellow in place of red tail lights so as to minimize the danger of motorists confusing lights placed along highways to indicate dangerous road conditions with automobile tail lights.

Many accidents occur owing to motorists being confused in this way. A case recently occurred in Chicago, in which a driver, not familiar with the road, was following another automobile late at night. The first automobile crossed a drawbridge over a river, which swung open immediately after it passed. The red warning light on the light lazy-tong gate that swung across the foad as the drawbridge opened closely approximated the position of the tail light of the first automobile, so that the driver of the second automobile thought that the red light in front was the tail light of the automobile he was following. The result was that the short section of bridge between the gate and the open draw was all that prevented a serious accident. Many accidents occur owing to mo-

Originated on Trains. The red light on the rear of rati-road trains is probably the origin of the red tail light of automobiles. A comparison of the reasons for each will, however, show that the use of the red automobile tail light is not logical and, in fact, even dangerous. The railroad train operates on a track and the rear end of that train is dangerous, because a train following cannot turn out to avoid the preceding train. As automobiles do not operate on tracks, however, an automobile following another can generally turn out and pass it. It will thus be appreciated that the rear end of an automobile is dangerous only when it is slowing down or standing at the roadside. The use of red lights in automatic or manually operated stop the red tail light of automobiles. A

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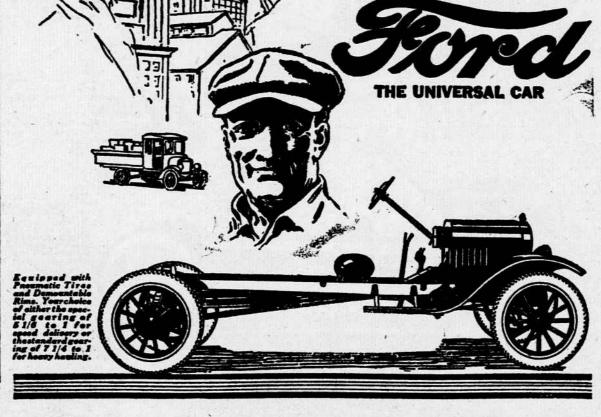
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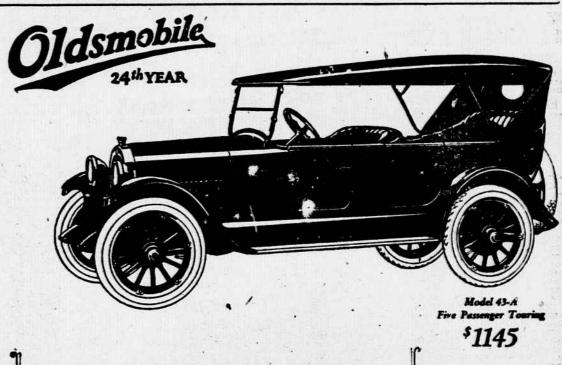
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